

NATIONAL AERO CONVENTION NUMBER

# AVIATION

OCTOBER 22, 1923

Issued Weekly

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Some of the contestants' and visitors' planes at St. Louis airport

VOLUME  
XV

## SPECIAL FEATURES

NUMBER  
17

N.A.A. ANNUAL CONVENTION  
N.A.A. BANQUET A GREAT SUCCESS  
THE NEWLY ELECTED OFFICERS OF THE N.A.A.  
REVIEW OF THE AIR MAIL NIGHT ELYING TRIALS

THE GARDNER, MOFFAT CO., Inc.  
HIGHLAND, N. Y.  
225 FOURTH AVENUE, NEW YORK

Entered as Second-Class Matter, Nov. 22, 1920, at the Post Office at Highland, N. Y.  
under Act of March 3, 1879.



NAVY CURTISS RACER

In 1909 Glenn H. Curtiss won the Gordon Bennett Race, the French speed classic. Since that date the Curtiss organization has led the world in the design and construction of aeroplanes and motors.

In 1921 the Navy Curtiss Racer with a Curtiss motor won the Pulitzer Race at Omaha and established the world's speed record.

In 1922 in the Pulitzer Race at Detroit the Army Curtiss Racers with Curtiss motors took first and second places, and the Navy Curtiss planes (of 1921) took third and fourth places, again establishing world's speed records for the various distances covered.

In 1923 the Navy Curtiss Racers with Curtiss motors are still faster.

In military aviation Curtiss is unexcelled. *The Army Curtiss Parasit Ship is the fastest fighting plane in the world.*

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The Eyes of the Navy's Catapult-Equipped  
Battleships and New Scout Cruisers

**Chance Vought Corporation**

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## The Publisher's News Letter

From time to time many facts of interest to our readers come over the publisher's desk or are learned while members of the staff are visiting the industry. Some of these stories are not properly of editorial interest but have a value all their own for our readers. Hoping that it will be an added feature, the publisher will from time to time write what is really a letter to the readers of AVIATION.

An example of what is meant is the very pleasing letter that has just been received from Rear Admiral W. A. Moffat in which he says:

"I have just read your comment on the bombing in AVIATION. It has pleased me very much, and attracted a great deal of favorable comment. I will say that it is called to the attention not only of the people connected with the Bureau and the Service, but officers of the Navy generally. I am also using your article on the ZRI. As I told you, I think it is one of the best articles which I have seen on the subject."

It is gratifying to know that a subject that continued so much T.N.T. could be handled in an acceptable way. AVIATION always takes the point of view of the aviator first and the other Service secondarily. By so doing, it is fulfilling its position as an exponent of the great importance of aircraft. Admiral Moffat's generous praise is greatly appreciated.

\* \* \* \*

In *The Aeroplane* of September 12, the Editor, Mr. Charles Gray prints a congratulatory message on the entrance of AVIATION into its eighth year of service to American aviation. Much of the flattering comment is too personal to be reproduced here but it is a good introduction to know the high respect AVIATION receives abroad, particularly from a contemporary which is as discerning as *The Aeroplane*. The following excerpt may be given to our readers with the expression of the hope that in spite of our many omissions we may continue to merit the confidence of those who are truly interested in the basic principles of sound aeronautical progress:

"One would like to take this opportunity of congratulating all concerned with that excellent paper on the good work which it has done."

"AVIATION is now the oldest aeronautical publication in the United States and it is the only weekly that has survived."

"Quite a number of aviation papers have existed at one time or another in the States. These pioneer papers died and so did the more flamboyant efforts which appeared during the wartime boom of aviation."

"Consequently, AVIATION remains the only regular weekly free and independent aeronautical

paper in the United States. It has always been remarkable for its clearness in fact, and its impartiality on all controversial subjects. The paper and position has been such as to secure one's eye every time the weekly copies of AVIATION have arrived. Mr. Leslie d'Orey is very much a pioneer of aviation. His knowledge of aeronautics including both history and future, has an air of encyclopedic and he has a habit of taking pains which result in AVIATION being remarkable for the quite unusual accuracy of its facts and figures, that is to say accuracy where any kind of journalism is concerned."

"The contributing editors of AVIATION, Messrs. Vernon E. Clark, Edward P. Warner and Ralph H. Upson are each in his own line authorities so that it is quite easy to understand how it is that AVIATION has not merely survived all its competitors in the United States, but has acquired and maintained a reputation for accuracy, truthfulness and reliability of which the greatest journals must be proud. One hopes that for many years to come *The Aeroplane* may have the pleasure of superintending AVIATION on its continued good work and that we have the state of the American aircraft industry may become such that the reputation and staff of AVIATION may reap that financial reward which justice by the advertisement pages of that excellent paper most obviously be looking for the present."

Thank you, Mr. Gray. We appreciate your good wishes and thank *The Aeroplane* for its many helpful messages of encouragement.

\* \* \* \*

"The state of the American aircraft industry" is a very significant part of the above congratulatory message. It is true that a trade paper reflects not only the state of the industry but perhaps possibly the best side of even of the worst of the industry. The advertising pages of AVIATION reflect the above condition. But the statement is not exactly according to hope:

Our aircraft industry, while at a low level could well afford to support its only trade paper. Some aircraft companies have done millions of dollars worth of business and yet when it comes to expressing a medium of expression of their sales, they close their fists and allow the board game constructors to get all the publicity. When it comes to free publicity, it is another story, as well as one by sending aeronautical stories in the daily papers. Publicity and advertising are regarded as create good will. Our readers can judge very accurately from the advertising pages of AVIATION those companies that deserve that very estimable and valuable asset—L.D.G.

OCTOBER 22, 1932

# AVIATION

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THOMAS-MORSE AIRCRAFT CORPORATION

CONTRACTORS TO U. S. GOVERNMENT

ITHACA,



NEW YORK

# LIGHTNESS

THE weight per H.P. of the Wright T-3 engine is better than guaranteed for any other water cooled engine being built. This low weight to power ratio improves speed, climb, ceiling and maneuverability. Greater useful load can be carried for a given wing loading.

Thus this Corporation continues to lead the way in refinements of correct aeronautical engineering practice that have most to do with progress in the aeronautical field.

WRIGHT AERONAUTICAL CORPORATION  
Ft. Worth, New Jersey, U. S. A.



The recent introduction of "T" engines in one standard plane has increased the power by 150 H.P. or 32% over the original 400 H.P. engine. The total weight of the plane only increased 5%. The pounds per H.P. of the engine plane improved 30% with the "T" engine. A great increase in climb, take off, ceiling and high speed naturally followed.

# WRIGHT MODELS T ENGINES

L. D. CAMPBELL  
PRESIDENT  
W. D. HERRICK  
VICE-PRESIDENT  
L. D. WHEELER  
TREASURER  
LEON NEWBLE  
SALES AND SERVICE

VOL. XV

OCTOBER 22, 1923

No. 17

## The N.A.A. Convention

THE first year of the National Aeronautic Association is completed and the record of the work achieved can now be viewed with the perspective of distance and unclouded by all obvious mistakes that are to be expected in organizations endeavoring the theme of making progress along new lines for a very loosely constituted national group.

As most of the work for the year resulted from the interest and support of the President, Edward Coffin, and the personal appearance of the Vice-President, H. H. McIntire, to them should be given the credit for the accomplishments of the year. It is well to take a general point of view as clearing the memory of the mistakes, pains and the unachieved efforts. No one organization ever started without them and the N.A.A. was no exception. The report of the Vice-President gives credit the amount of work done, and while the President's personality is well known, it will take many years to fully value the treatment that has been made in the foundation of an American aeronautic directing body. That the future will show this patriotic endeavor at its full worth, no one who is acquainted with the facts will doubt.

While the size of the membership of the Association has been disappointing, it can be said that almost all similar efforts have met with resistance at first. Now that the Association has passed its first milestone, it will, with proper supervision, grow freely in all parts of the country.

The work of the Council Committee has been of a very high order. Very difficult problems have been encountered and solved with the approval of everyone. The preparation for the St. Louis race and the handling of the events reflected credit on the ability of those in charge of this work of the Association.

The election of officers for the coming year was not accepted without the usual differences of opinion. Perhaps the first decision on the floor of the convention will serve to expose the general feeling of the various parts of the country and indicate the importance that has been created by those in charge. Certainly no one can ever claim that the work of the convention or the election of officers was the result of any prearranged plan.

Perhaps the most important action by the convention was the adoption of a budget for the coming year. Last year, the budget was prepared without facts that can only be gained by experience to go on in its preparation. It was the general impression of the convention that the retrogression of the last year should not be repeated. This budget is based on the last year's expenditures. It was prepared by one fully acquainted with the work of the Association, its requirements and scope. It was adopted by the convention and should be strictly adhered to by the officers for the coming year. No matter how great the temptation to accept contributions to increase the budget, it should be avoided. If the N.A.A. is

to become a truly representative association it should not be supported by one or two generous benefactors. The plans of the Association's activity will be more clearly watched than any other.

The new officers are men who have the best interests of American aviation at heart. Mr. Patterson, the new President, like his father before him, has been actively interested in the advancement of aerial transportation. The well known organizing ability and broad interests are fine qualities to have at the disposal of a national organization. Ralph H. Cross, Col. R. F. Coffin and Dudley DeWitt, the other officers, have been intimately connected with the work of the Association since its inception. Their experienced guidance will be available.

Slow and steady progress, after an inquired start in its order. No more fitting suggestion can be made to those in charge during the coming year than that the Association be made truly representative of our aeronautical progress—by leading the world.

## The Backbone of Our Future Air Fleet

THE NATIONAL AIR RACES of 1923 may well prove a turning point in the history of American aviation. All the persons who go around saying that "there is no commercial aviation because there are no commercial airplanes" and there are no commercial airplanes because there is no demand for them" should have been at St. Louis Air Field the first week of October. Perhaps the sight of the hundred odd civilian planes parked in one corner of the airport like a military armada would have opened their eyes. True, there are not many real commercial planes in evidence as yet, and America's civil air fleet is still composed of overcrowded numbers of biplanes and biplane ships.

Nine out of ten civil ships are American because they can be had at low cost, and as long as such ships will be available they will clutter up the market. In the meantime these planes are flown year in year out and are training a generation of suffering people who think no more of flying from New York to St. Louis than of taking the Twentieth Century. These people are natural propagandists—few people talk as much "cheap" as the aviationists—and so the good word is spread from one family to another. The airplane is still unknown, and yet it is very unfortunate that today flying means "knock" from the outside rather than it used to a few years ago. The safe and sure sort of flying, which is now far more in evidence than display of foolhardiness, has had much to do to bring about this unfortunate result. Some flies, of course, are not amenable to reason, and it is chiefly for their benefit that we need and demand federal air legislation which would create the necessary government machinery for supervising civil flying and direct it into healthy channels.





### Col. Henderson's Address

Paul Henderson, Second Assistant Postmaster General, told about the Air Mail accident, following:

As compared to the airplane service of General Pershing and Admiral Moffett, the Aviation Service in the Post Office Department is rather small, and even so it is almost in the same building.

It was just about thirty years ago when there began to show up in America, here and there, a few very slow and very poor airplanes. These were the mail planes, and they were the best that the Post Office Department in those early days had to turn to use at that time. They were not meant to be anything but the best that the Post Office Department could get at that time.

It is supposed that you may have had a machine in your mind or a machine which was used by one of these machines. The machine described that is used by the mail in the United States is the one that is used by the mail in the United States. It is a machine that is used by the mail in the United States. It is a machine that is used by the mail in the United States.

It is not until we think in the vision of the two Postmaster Generals, either when I have been privileged to meet it yesterday. Each and every one of us has been privileged to meet it yesterday. Each and every one of us has been privileged to meet it yesterday.

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### What the Air Mail Accomplished

Really, perhaps during the time that the Air Mail Service has been established here (1918), we have accomplished this. We have learned to operate our airplanes with rather a remarkable degree of efficiency in the United States. We have learned to operate our airplanes with rather a remarkable degree of efficiency in the United States. We have learned to operate our airplanes with rather a remarkable degree of efficiency in the United States.

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### Gasoline Explosion at Bureau of Standards

An explosion of gasoline vapor in one of the airframe chambers at the Bureau of Standards on the afternoon of October 19, 1932, resulted in the death of four men and the injury of six others. The heavy doors of the chamber were blown off, and much of the windows of the dynamometer laboratory were broken. The chamber was located in the basement of the building, and the explosion was caused by the failure of the airframe chamber, and most of the testing apparatus in the room was damaged. The only thing of the chamber tank and some tanks of gasoline and lubricating oil which contained were also spoiled. This fire was put out by employees of the Bureau who soon arrived on the scene of the explosion.

The dead are Eugene L. Lauer, Urban A. Cook, Stephen M. Lee, and James R. Keady. The injured are Herbert R. Cunningham, Frank H. Harbison, Roger Keady, Charles H. Keady, C. F. Keady, and C. F. Keady. The injured are Herbert R. Cunningham, Frank H. Harbison, Roger Keady, Charles H. Keady, C. F. Keady, and C. F. Keady.

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## The N.A.A. Annual Convention

New Officers Elected, Budget for Coming Year Approved and Committee Reports Received

The Second Annual Convention of the National Aeronautic Association was held in St. Louis on Oct. 2. An organizational meeting was held at the Hotel Statler in the morning, commencing with the afternoon and the final session of the convention in the evening, after the annual dinner.

### REPORT OF THE PRESIDENT

The first session was called to order with Howard Godkin, President, at the Chair. The Vice-President, Francis H. Harbison, read the report of the year's work of the Association. The report, in brief, follows:

Our work is not for a moment less than the National Aeronautic Association. Our work is not for a moment less than the National Aeronautic Association. Our work is not for a moment less than the National Aeronautic Association.

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That it would be necessary to make a condition among our members, in order to present a united front before attempting to make the public confidence.

Howard H. Godkin at that time stated that everyone would be waiting to hear, and that it was his opinion a failure on the part of the N.A.A. in securing the leadership in aeronautics would be disastrous to the industry and the nation as a whole. The truth of these statements could not be gained, and the greater part of the work of the Association this year had been covering problems and attempting to gain the confidence and respect of the general public.

Minutes have not been made during the last year, although the Association has been very active in the work of the Association during the past year. The Association has been very active in the work of the Association during the past year. The Association has been very active in the work of the Association during the past year.

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### COMMITTEE REPORTS

The Finance Committee was addressed under the Chairmanship of Oliver P. Barry at the meeting of the Finance Committee on Oct. 2. The Finance Committee was addressed under the Chairmanship of Oliver P. Barry at the meeting of the Finance Committee on Oct. 2.

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L. B. Horner nominated Howard Coffin for the presidency. Mr. Coffin made a strong appeal to the convention to elect Mr. Mahalik to the presidency. The name of Mr. Carter was withdrawn. Frederick B. Patterson, of Dayton, and Elmer McClellan, of New York, were also nominated. Mr. Sperry withdrew his name and Mr. Kain of Dayton requested that the name of Mr. Patterson be withdrawn.

The convention then went into executive session and after a general discussion, the convention unanimously elected Mr. Coffin as elected President by a viva voce vote.

For Vice-President, in addition to the name of Mr. Adams presented by the nominating committee, Ralph H. Cram of Devonport, Iowa, and D. H. Mahalik of Pittsburgh were nominated. A roll call vote was taken and Ralph H. Cram was elected, a living vote unanimous by vote of the convention.

For Treasurer, Col. D. F. Cottle was re-elected by an unanimous vote.

For Secretary, Dudley Outcalt was elected over Mr. Tucka and Mr. Lockington.

The Membership Committee made a report recommending that each member of the Association be signed to act as ex-aminer for members on a plan to be submitted later.

### Resolutions Adopted

The following resolutions were presented by the Resolution Committee and adopted by the convention:

**RESOLVED**, That aeronautics should recognize as a public duty the establishment and maintenance, at public expense, of landing fields both permanent and emergency, and such aids, equipment and facilities as to be conveniently accessible to centers of population for air mail, passenger, merchandise, express and light freight service.

**BE IT FURTHER RESOLVED**, That the aeronautical authorities be urged to take the promptest possible action.

**RESOLVED**, That we recognize the United States Air Mail Service as the cornerstone of commercial aviation in this country, and accordingly the best individual for service in the world carried on for commercial purposes. It has thoroughly demonstrated the wisdom of Congress in furnishing the appropriations for this purpose.

The demonstration of transcontinental flight and end of August, 1933, marks a milestone in the progress of commercial aviation, and justifies the contribution of the most liberal financial support by the Congress.

**RESOLVED**, That it is the sense of this Convention that facilities for the purchase of gasoline and oil by commercial and sportsmen pilots be made available at Army, Navy and Air Mail Airfields.

**AND FURTHER RESOLVED**, That the Board of Government take steps to promote the establishment of airports which will result in providing for road commercial and sportsmen pilots and facilities.

**RESOLVED**, That we heartily commend the action of the playgrounds and school authorities in various cities for their encouragement of child aircraft contests. And take the action in this end as promptly as possible.

**RESOLVED**, That it is the sense of the National Aeronautical Association that this is not an appropriate time for progress in this country at international conferences for a demonstration in the future.

We tender heartfelt thanks for the cordial hospitality we have here received and extend our appreciation of the great work here accomplished for the welfare and future growth of aeronautics.

The initiative of the Flying Club of St. Louis, the patriotic and generous support, first of the United States Air Mail and then of the St. Louis Aeronautical Corporation, the assistance and encouragement of the Chamber of Commerce have contributed, in fact, to the success of the present event on the history of St. Louis, where the World's Fair is in 1934.

**RESOLVED**, That we respectfully urge Universities and Colleges to attach increasing importance to the science of

aeronautics whose many problems invade the realm of all scientific endeavor and recognized that its relation to such particular branch of engineering be emphasized in the regular courses of study prescribed for students.

The report of the Committee on Constitution and By-Laws presented many changes, all of which were adopted by the convention. These changes referred to life membership, election of governors, organization of states, dues, annual chapters, meetings of the Governors, meetings of the Executive Committee, Advisory Council, vacancies among officers.

### Report of Finance Committee

The report of the Finance Committee was presented and the budget adopted by the convention. The report follows:

#### AVIATION FINANCE COMMITTEE

Committee and at the Public Office at 230 p. m. in the date

Present:  
W. G. Rodgers,  
C. A. Morris,  
J. H. Tappan,  
Victor Parker,  
Charles F. Biddle,  
Gladys Cottle,  
D. F. Cottle.

Mr. Cottle was elected Chairman and Mr. Tappan Secretary. The committee has the honor to recommend to the convention the following budget for the year 1934.

Administrative expenses	\$ 1000.00
Salaries	
General Manager	\$600.00
Executive Secretary	\$300.00
CHIEF Clerk	\$300.00
Editor	\$60.00
Communications	\$100.00
Clubs	\$100.00
Traveling Expenses	\$200.00
General Committee	\$600.00 (Travel Expense)
Supplies	\$100.00
Foreign	\$100.00
Postage and telegraph	\$100.00
Insurance	\$50.00
Rent	\$50.00
Utilities	\$100.00
Postage	\$100.00
Audio	\$100.00
Membership work	\$100.00
Revenue for membership	\$100.00
Days average payable	\$100.00

Total	\$6000.00
Unexpended income	
Interest	\$10,000.00 244 345
Manufacturing income	\$100.00
Total	\$10,100.00
Amount to be withdrawn July 31 on loan \$10,100.00	\$10,100.00

The committee recommends that the Finance Committee of the Association be authorized to accept the subscription of \$10,000 and promise the convention to submit the Board of Governors to release in the Finance Committee 100 life memberships which may be issued to those individuals who desire to contribute a portion of the \$10,000. Public that the Committee request the action of the Board of Governors to issue life memberships which provide that the proceeds of the subscription be forwarded and that only the income therefrom shall be used for administrative expenses.

It is further recommended by the committee that the matter of establishing a fund of savings from which the Association can draw when needed by the Board of Governors.

These being no further business before the committee then adjourned.

H. G. Rodgers,  
Secretary

### Mr. Coffin Resigns

The reports of the other committees were heard and the convention adjourned.

On Tuesday morning, Oct. 31, the Governors held their last meeting and H. E. Coffin, who has served as President of the Association since its inception and whose reelection had been the night before, resigned as president. It was accepted

with the most sincere expressions of appreciation of the action rendered by him during the past year.

After due deliberation and a thorough canvass of the recently brought forward names in the presence of the entire assembly of aeronautics and its activities related to national unity and welfare, Frederick B. Patterson, of Dayton, President of the National Cash Register Company, was chosen to succeed Mr. Coffin. Mr. Patterson is a member of the Board of Governors. Mr. Coffin continues as a member of the Board of Governors and as a member of the Executive Committee of the Association.

## The Newly Elected Officers of the N.A.A.

Following there are some biographical notes on the newly elected officers of the N.A.A.

### Frederick B. Patterson

When the National Aeronautical Association at its annual convention at St. Louis elected Frederick B. Patterson, of Dayton, Ohio, President, it selected one of the most progressive and enthusiastic men in the country to guide its destinies through the coming year.

Mr. Patterson is interested in the development of aviation for its commercial value as well as to make it dependable and a part of our country ever in existence in another war. It is difficult enough to build a new industry, but to build an industry that has no longer advantages than his father, the late John B. Patterson. For years before the death of the senior Patterson he had plans in the interest of aviation, and spent both time and money for the purpose. He was an enthusiastic advocate of a separate air service, believing that the Air, Army, and Navy should be under one directing head separate departments. Whether the new will take up such a program at the present time is not known.

Soon after his father's death, Frederick B. Patterson took up the fight, both lonely and notoriously for aviation's development. In a brief way he spent his life for the Dayton, Ohio, business, but because of the industry the movement attempted to finance it to make distant point, Mr. Patterson made an investigation of fields in the vicinity of Dayton, and when he found that there was a tract of 3000 acres just east of the city limit that could be purchased, he set out to acquire it and offer it to the United States Government as a permanent field for experimental aviation work. He not only secured the tract, but he also secured a popular vote on more than \$200,000 from public-spirited citizens at Dayton and purchased the land. This land, which contained the present site of the Wright flying field, was then formally accepted by the government and plans are being made for its early development.

Mr. Patterson was formerly President of the Dayton Chapter of the Aero Club of America, and at the time of his election to the presidency of the National Aeronautical Association he was serving as President of the local chapter of the club.

As President of the National Cash Register Company, of Dayton, Ohio, the largest concern of its kind in the world, Mr. Patterson is a worthy successor to his distinguished father, the founder of the business and the pioneer in industrial aviation work, whose name is known the world over wherever a cash register is in use. The elder Patterson typically, insisted he not to take up the work as executive of the great industry created by his genius and ability, which he was prepared to lay aside the burden and take a place in the great work of the world. He was not to be deterred by his business. John B. Patterson was a native of Dayton, Ohio, and his father was one of its firmest and most prominent public-spirited citizens. Since the death of his father in 1844, of Revolutionary stock, he served his country in the Civil War. In 1862, he began making cash registers, and a year later he introduced industrial warfare work

The following resolutions were unanimously adopted:

"We express our gratitude and sense of the National obligation to Edward E. Coffin, without whose tireless industry and great ability the Association would not have been founded, and whose assistance has chiefly sustained it; also, to D. H. Mahalik, whose generous and consistent devoted service have chiefly secured forward the work for the last year, also, to Mr. McClellan, Mr. Patterson, and the other officers and patriotic men who have worked with them, and to the entire aviation world."

"We pledge our continued support to this noble cause."



Frederick B. Patterson, newly elected president of the National Aeronautical Association

and became known as "the best employer in America." Later, he put in force a profit-sharing plan, established schools and centers for his employees, and made the National Cash Register Co. one of the most interesting and substantial institutions in the industrial world. He was the outstanding leader figure during the Dayton flood in 1913, and it was he that procured the Crocker-Helfer Association, being named by the United States War Department for his work. He died 280 years in Dayton for a recreation club. Mr. Patterson was one of the first to propose the commission firm of the National Aeronautical Association. At the outbreak of the war he placed his entire establishment at the disposal of the government and was a power for good in patriotic work and efficiency as industrial effort. The National Cash Register Co. employs about 7000 people and he has branches all over the world.

Frederick B. Patterson was born at Dayton, Ohio, June 22, 1852, and was educated in the public schools of Dayton, Ohio, and the University of Dayton. He was a member of the Dayton Chapter of the Aero Club of America. After completing his education in 1918, he entered the employ of the National Cash Register Co. at Dayton, Ohio, becoming











### Orders to Officers

**Lord** Condy Zachary Landowson, detached Assistant Naval Attaché, American Embassy, Berlin, Germany, 19-33-35 to Naval Air Station, Leckward, N. J.

**Lord** Lenton Herndon, detached office of General Inspector of Naval Aircraft, Eastern District, Garden City, L. I., N. Y. to works of Glenn L. Martin Co., Cleveland, Ohio.

**Lord** [1st] James E. Goodrich, detached Naval Air Station, Pensacola, to U. S. B. Henderson.

**Lord** [1st] Edward E. Kilson, detached Naval Air Station, Pensacola, to U. S. B. Henderson.

**Lord** [1st] Maurice Van Cleave, detached Naval Air Station, Pensacola, to U. S. B. Henderson.

**Lord** Charles V. Kite, [1st] detached Receiving Bureau, Inspection Board to Naval Air Station, Pensacola.

**Lord** Henry E. Green, BG, detached Receiving Ship New York to U. S. B. Langley as assistant for debarking and assisting to supply officers.

**Lord** Webster Green, BG, detached U. S. B. Langley, to receive instruction Supply Corps School of Application, Washington, D. C.

**Lord** Frederick W. Denzinger, CG, detached Naval Air Station, Pensacola, Fla. to U. S. B. Langley.

**Lord** Arthur H. Rootler, detached Bureau of Aeronautics, to Aircraft Squads Battle Fleet.

**Lord** John C. Hickman, detached command U. S. B. Carlos, to Naval Air Station, Coco Solo, C. Z.

**Lord** Cary Jackson R. Tate, detached Aircraft Squads Receiving Post, to U. S. B. Langley.

**Lord** Walter J. Bode, detached U. S. B. Langley, to Aircraft Squads Receiving Post.

**Lord** Murphy Lott, detached Naval Air Station, San Diego, to U. S. B. San Mateo.

### West Coast Flies in Battle Practice

Phases of the Aircraft Squads Battle Fleet stationed at San Diego, Calif., concluded a war exercise with the U. S. B. California, upon its recent arrival at San Pedro. The U. S. B. California was protected by two squadrons of observation planes and two squadrons of fighting planes. They, with the battleship, were designated the "Blue Force" and were attacked by the "Red Force," consisting of one torpedo plane squadron and two bi-wing plane squadrons. The mission of the first-line planes was to attack attacks of torpedoes against the battleship. A counter mission was laid by bi-wing planes to cover the attacking planes. The Commander, Aircraft Squads Battle Fleet, observed the operations from one of the attacking torpedo planes. The attacking units were VT Squadrons One and Two, with VF Squadrons One. The attack was made by VT Squadrons Two and VT Squadron Two.

### Naval Day, Oct. 27

NAVA Day, Oct. 27, inaugurated by the Navy League, will have its second celebration this year. Oct. 27 is also the birthday of President Theodore Roosevelt, who was one of the best friends the Navy ever had. The Navy is cooperating with the Navy League to the end that this day may be properly celebrated in the interest of an adequate Navy, and in memory of one who made this an a national principle. The U. S. B. Wright, under the banner for the Aircraft Squad gun Receiving Post, will go to Charleston, S. C., for NAVA Day. Planes will be sent from there to Savannah, Ga., and return, as part of the NAVA Day activities of the Navy in the South Atlantic States. Flying exercises will be held from the Wright by the planes based on the ship while at Charleston, for the benefit of the people of that city.

### Covey Field, Fla., Being Conditioned

Covey Field, Pensacola, Fla., is being prepared for use by the personnel of the Naval Air Station at Pensacola. This field when completed will be used by Navy personnel in commercial planes. It will be a very valuable addition to the Navy fields in the Gulf of Mexico coast region. The natural drainage of the field, together with the sandy loose surface, will make this an excellent field for landings in all weather conditions. The run-taking detail now at the field expects that considerable difficulty has been experienced with runs getting in the way of planes while landing.

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